

VOL. XIII.—NO. 51.

FIRST EDITION PERILS OF THE SEA.

The Lost Oneida.

THE LATEST PARTICULARS.

Fifty-six Men Saved.

THE OFFICERS OF THE VESSEL.

Three Pennsylvanians on Board.

THE ONEIDA'S CAREER.

Etc., Etc., Etc., Etc., Etc.

Later Advice by Telegraph—Fifty-Six Lives Saved from the Wreck.

By the Anglo-American Cable. LONDON, March 1.—Despatches which have just been received from Point de Galle, Ceylon, announce that the disaster to the United States steam corvette Oneida was not as serious as at first reported, fifty-six lives having been saved. A Correct List of the Officers Not to be Oblivious at Present.

Despatch to the Associated Press.

WASHINGTON, March 1.—The Navy Department has not yet received any additional particulars of the Oneida disaster to those published this morning. It is impossible to get a perfectly correct list of the officers and crew of this vessel, owing to the fact that, as she was about to leave for the United States, it is probable that several transfers and detachments both among the officers and men of the squadron to which she belonged had taken place, particularly in the case of the men who had yet some time of their enlistment to serve, while others attached to other United States vessels, whose terms had expired or were about to expire, may have been transferred to that ship for the home passage. The Navy Department has yet nothing by which to allay the distressed inquirers who are in painful suspense awaiting further particulars of the deplorable disaster.

The Latest News from the Steamer—The Home Penitent Hoisted.

A letter was received here recently by Collector Tullock, of this district, from his son, Paymaster Tullock, of the Oneida, dated January 23, in which he mentioned that the home penitent had been hoisted, and farewell was being taken of their friends of the squadron who were to be left on the station. The Oneida was a staunch sea boat and had weathered some very severe gales.

The First Tidings of the Disaster.

The despatch received by Secretary Fish yesterday from Minister Motley stated that the following telegram had just been received from the managing director of the Peninsular and Oriental Steam Navigation Company:—"About fifteen miles from Yokohama, bound in, the Bombay came into collision with the American corvette Oneida. The latter ship sunk soon after, with the loss of about 120 men. The Bombay was not much injured." From Galle 22d February. The Bombay was due at Yokohama, from Hong Kong, on the 24th of January. A despatch received last night by way of London, from Point de Galle, Feb. 23, stated that the Bombay was but slightly injured, and that the Oneida had sunk with all hands, numbering 120 men. As the cable telegram received this morning announces the saving of 56 lives, the Total Number of the Lost is reduced to about 64 men, and it is possible that even this number may be an exaggeration.

The Oneida.

was a third-class screw steamer, carrying eight guns. According to the old system of measurement her tonnage was 1132 tons, but according to the new 695 tons. She was attached to the Asiatic squadron.

The Officers of the Vessel.

At the time of the last official advice from the vessel, according to a corrected list procured from the books of the Navy Department at Washington, were the following:—Commander, Edward P. Williams. Lieutenant-Commanders, William F. Stewart and Alonzo W. Muldair. Surgeon, James Suddards. Assistant Surgeon, Edward Frothingham. Passed Assistant Paymaster, Thomas L. Tullock, Jr.

First Assistant Engineer, Haviland Barstow.

Second Assistant Engineers, John Torrance, Charles W. C. Senter.

Ensign, J. W. Cowie.

Carpenter, J. D. Pinner.

Captain's Clerk, William W. Crowninshield.

Paymaster's Clerk, William C. Williams.

Commander Edward P. Williams, who may or may not be among the lost, was born in Maine, and entered the navy from that State, September 9, 1847. He was attached to the sloop St. Marys, of the East India Squadron, from 1847 to 1850; to the sloop Plymouth, in 1851; to the steam sloop Saratoga, of the Home Squadron, in 1851-52; and to the Naval Academy in 1853. On June 10, 1853, he was promoted to passed midshipman, and was attached to the sloop Oneida, on the coast of Africa, in 1853-54; to the brig Dolphin, of the Brazilian Squadron and Paraguayan expedition; and in 1855 to the steam sloop Mississippi. On July 16, 1855, he was commissioned as Lieutenant-Commander and attached to the steam gunboat Paul Jones, of the South Atlantic Blockading Squadron, participating

in the engagement at St. John's Bluff; in the expedition up the St. John's river, and the capture of the steamer Governor Morton; in the engagement with the batteries on Morris Island and with the Rebel ram Chicora, while driving the enemy from the wreck of the Kookuk; and in the night assault on Fort Sumter, where he was captured and kept in imprisonment for an entire year.

In 1864-65 he was on duty at Boston; was commissioned as a Commander July 25, 1866; was on ordnance duty at the Brooklyn Navy Yard in 1867; on similar duty at Boston in 1868; and in 1869 was appointed to the chief command of the ill-starred Oneida.

The Other Officers. Below we give some particulars concerning the other officers who were on duty on the Oneida at the last advice:—

Lieutenant-Commander William F. Stewart was born in Pennsylvania, June 30, 1840, and was appointed to the navy from that State, September 23, 1857. During the late war he was attached to the sloop St. Louis, which was detailed on special service. From that vessel he was transferred to the steamer Iroquois. He was promoted to Lieutenant-Commander July 25, 1866.

Lieutenant-Commander Alonzo W. Muldair was born in New York, and was appointed to the navy as Acting Master, April 23, 1867. His promotion to his present rank was quite recent, though he had been attached to the Oneida since 1867.

Surgeon James Suddards, the son of the Rev. William Suddards, D. D., Rector of Grace Church, in this city, was born in England, but was appointed to the navy from Pennsylvania May 17, 1849, entering the service as an Assistant Surgeon. He was attached to the sloop John Adams, on the coast of Africa, in 1849-50; to the storeship Lexington, of the Pacific Squadron, in 1852-53; to the Coast Survey in 1854-55; to the receiving ship at Boston in 1857; to the Coast Survey, again, in 1858-59; was commissioned as Surgeon April 24, 1861; was attached to the steam-sloop Canandaigua, of the South Atlantic Blockading Squadron, in 1863-64; to the receiving ship Vermont, at Brooklyn, in 1866; on special duty in this city in 1867; and in 1868 was ordered to the Oneida.

Assistant Surgeon Edward Frothingham was born in New York, and received his commission in January, 1865.

Passed Assistant Paymaster Thomas L. Tullock, Jr., the son of Hon. Thomas L. Tullock, a well-known New Hampshire politician, who is now Collector of Customs at Washington, was born in New York, but was appointed from New Hampshire. He entered the service May 11, 1848, and his present commission dated from July 23, 1866.

Master Walter Sargent was a native of Maine, and was appointed Acting Master, August 15, 1869.

Master John R. Phelan was born in Pennsylvania, and graduated from the Annapolis Naval Academy, June 12, 1866. He received a commission as Midshipman, and was attached to the Iroquois on the Asiatic station, and was subsequently transferred to the Oneida.

Master Isaac Yate originally entered the service September 21, 1861, and graduated at Annapolis June 12, 1866. He was first commissioned as Midshipman, and afterwards as Master. He was a native of New York.

Master Charles T. Arnold, a native of Massachusetts, but appointed from New York, entered the service October 14, 1862, and graduated at Annapolis June 12, 1866. Since his graduation, Master Arnold was on the Asiatic squadron.

Ensign James W. Cowie was a Scotchman by birth. His appointment was from Iowa, in 1863, and he graduated at Annapolis, June 6, 1867, and made a cruise as Midshipman in the Ouzard.

Napoleon B. Littig, the engineer in charge, was a native of Maryland, and entered the service in 1857.

Engineer Haviland Barstow was born in Massachusetts, and entered the service in 1861.

Engineer Charles W. C. Senter was also born in Massachusetts, and entered the service in 1863.

Carpenter Josiah D. Pinner was a Virginian by birth, and entered the service in 1830.

The captain's clerk, W. W. Crowninshield, was appointed to the navy from Massachusetts, as acting-Volunteer Lieutenant, in 1865.

The Oneida and Her Career.

The Oneida was built at the Brooklyn Navy Yard in 1861, her engines being constructed by Murphy & Co., of New York. On the 23th of November of the same year she was launched, and early in March, 1862, she was put in commission. She was rated third-class in the navy, and although built for ten guns carried but eight. In all respects she was thoroughly constructed and equipped. Her propeller had four flanges instead of two, and her engines were of 100 horse power. In length she was 223 feet, in breadth 33 feet, and in depth 13 feet. Her rig was that of a three-masted schooner. Her armament consisted of two 11-inch guns, four thirty-two pounders, and two heavy Dahlgren rifled guns.

On the 8th of March, 1862, the Oneida sailed from the Brooklyn Navy Yard under the command of Captain S. P. Lee. She accompanied Admiral Farragut's fleet in the famous expedition against New Orleans, and on the 24th of April passed Fort Jackson and St. Philip, while the other steamers, under a heavy fire, no sooner had the fleet run past the forts than the Confederate gunboats attacked them, and, discovering one crossing her bows, the Oneida ran into her with a full head of steam, and, cutting her down, left her in flames. Immediately after she aided in the destruction of the Governor Moore. On the day following this engagement the Oneida participated in the attack on the Confederate batteries at Chalmette, reducing them to the Atlantic Gulf, she destroyed the obstructions in the Mississippi river, above Carrollton, Miss., and on the 18th of May came in sight of Vicksburg, a demand for the surrender of which was made by her commander. On the 28th of June, when Farragut attacked and ran the batteries, the Oneida accompanied him. She also participated in the engagement which took place on July 15 of the same year, when the Confederate ram Arkansas surprised and successfully passed the fleets of Farragut and Davis above Vicksburg. Late in the year she was on duty blockading Mobile, when the privateer Orto, afterwards known as the Florida, ran into the bay. Throughout the war the Oneida was attached to the West Gulf squadron, and although she was not conspicuously engaged in the naval operations which took place subsequent to 1862, she did good and effective service.

After the war ceased, the Oneida went into dock at the Brooklyn Navy Yard, where she was thoroughly repaired. In 1867 she was again put in commission, and ordered to the Asiatic squadron, where she remained, cruising between the different ports in China and Japan. She started from Yokohama, where she had been for several weeks, on January 23, bound for Hong Kong, and must have been sunk the same day.

of the county, named respectively R. F. Scott, William Rose, Alonzo Hookman, Francis Worden, and William Gardner. They were all in the engine room at the time the boiler exploded, and death was almost instantaneous. The body of one of the unfortunate men was hurled some distance through the air into the woods, and was precipitated with such force against a tree that a portion of the skin of the face adhered to the bark of the tree. Another had his head completely blown off, and the others were so frightfully mangled that it was almost impossible to recognize them. In order to show the force of the explosion it may be stated that a piece of the boiler weighing four hundred pounds was carried a distance of over five hundred yards from the sawmill. In its passage through the trees it lopped off the limbs as if half a dozen wood-choppers had been at work. The cause of the horrible catastrophe is unknown. Messrs. Scott and Rose were married men, and leave widows and families to lament their untimely loss. The other sufferers were all unmarried. The sad accident has created the greatest sympathy among all classes of the community in McNairy county, where the deceased were well known to the citizens and highly respected.

CATHOLICISM.

Consecration of Bishop Foley—Imposing Ceremonies at the Baltimore Cathedral.

The consecration of the Right Rev. Thomas Foley, D. D., coadjutor and administrator of the diocese of Chicago, took place at the cathedral in Baltimore, during the consecration of a Bishop is one of the most august ceremonies in the ritual of the Catholic Church. The essential rite by which the power of the episcopacy is communicated is the imposition of hands, with prayer; but as said in the book of ceremonies of the ceremony, by the Rev. Archbishop Kendrick, of Baltimore, the preparatory examination—the delivery of the emblems of pastoral authority, and the various other ceremonies—form a whole which is at once splendid and impressive. The hour fixed for the consecration was 11 o'clock, A. M., but long before that hour the Cathedral was densely packed in every part with an expectant throng, who sat, some of them, for five or six hours, including the four hours during which the consecration, in its great mass of details, was actually being on.

The procession consisted of a cross-bearer, followed by the acolytes; succeeding them came the students of St. Mary's Seminary, about fifty in number, the Rev. clergy of the other dioceses, the Very Rev. Administrators of dioceses. Then came the Right Rev. Bishop Beckley, the Right Rev. Bishop of the Right Rev. Bishops McCloskey and Rosecrans. The Young Catholics' Friend Society, about one hundred and fifty in number, under the marshaling of A. J. Brand, acted as a guard of honor at the archiepiscopal residence and during the procession to the cathedral, entering the Cathedral the choir, under the leadership of Professor Gegan, with full orchestral accompaniments, burst forth in a grand *entree* march.

The large number of clergymen and others participating filled the sanctuary, and many were forced to take seats outside the railing. The priests within the sanctuary included nearly all the clergymen from the different churches of the city.

Among the clergymen present from other cities were the Very Rev. C. J. Carter, vicar general and administrator of the diocese of Philadelphia; the Very Rev. J. H. Hayden, Very Rev. J. O'Connor, D. D., Rev. F. J. Bienkowski, S. J., and Rev. J. W. Gerdemann, all of Philadelphia.

The Cathedral was magnificently decorated for the occasion, and the Baltimore papers are full of details of the imposing ceremonies of the consecration, the most impressive portions being the administration of the oath; the examination; the prostration in honor of the consecration of the Holy Ghost; and the anointing with the Holy Chrism. The sermon was delivered at 1 o'clock, by Rt. Rev. Bishop Becker, of Wilmington, Delaware, and occupied about three hours of an hour in the delivery. Bishop Becker took 4 o'clock, and the 10th and 20th verses of the Gospel of St. Matthew (Catholic version), containing the commission to go and teach and baptize.

After the sermon, other ceremonies followed. The ceremony of the final imposition of the episcopal chair was finally performed, the taking of his being made a judge and ruler, the *Te Deum* was sung, the new bishop gave his blessing, and the rite was concluded. The consecration was dismissed at about 3 o'clock. In the evening, 4 o'clock, Bishop Foley officiated pontifically at Vespers.

Bishop Foley was born in Baltimore on the 6th of March, 1823. He was educated at Mount St. Mary's College, and after finishing his collegiate course entered the Seminary of St. Sulpice. He was ordained priest in 1845, and on August, 1846, and was sent to Montgomery county as his first mission. He was subsequently sent to this city, and after remaining here two years was removed to the Cathedral in Baltimore, by Archbishop Eccleston, where he has been chaplain, vicar-general, and administrator for the last twenty-two years.

MR. ROBESON STRIKING OIL.

Thirty-five Thousand Dollars Lost to the Government Through a Dinner to the Secretary of the Navy.

Mr. Secretary Robeson is a jolly man. He loves a social glass and a social talk with his friends. He loves to sit around a table, and he has been in the Department he has steadily advanced the interests of his boon companions. All men have their little failings. Robeson's failing is a good dinner, plenty of claret to follow, and a sufficient quantity of rum, and rather broadly stories. Shortly after his elevation to the Secretaryship he came up to New York, and some friends who knew the man invited him to one of Delmonico's dinners. Robeson accepted, ate and drank to his heart's content, told stories and cracked jokes, and was duly applauded and flattered by the company.

At the same table sat some gentlemen who were in the oil and tallow business. They talked to the beaming Cabinet officer, and persuaded him that buying oil for the Naval Department here in America was a better plan than that the United States wanted oil it could be got from their agents in Oporto at a considerable saving; and that the storeship bringing it home would save the freightage. Robeson saw the point, and the thing was agreed to. So when the United States storeship Guard came from New York with stores for the Mediterranean, on the 10th of December, to supply the squadron, which was not in any particular need, she landed three-fourths of her cargo at Oporto, and took on board 50,000 gallons of oil only.

The price paid for the oil was gold per gallon, in tanks. It had therefore to be put in casks, weighed, and taken in lighters to the Guard, with commissions due officials, would cost some \$4,330 in gold. Now, if to this we add the expenses incurred by importers, and necessarily by the Government, we shall find that the difference in exchange alone amounted to \$5580-54 on the sum total of the above, namely, \$62-00; that the interest on the gold, for say 60, would amount to \$360-00; and that the marine insurance would amount to the same sum. If to this we add the duty which should have been paid, but which the revenue lost, we find a total in gold of \$84,000.

To this has been added the amount of oil lost by leakage, which ranges according to the best authorities from 5 to 15 per cent. Taking an average of 10 per cent. of leakage, we find that of the 50,000 gallons of oil taken on board at Oporto, only 50,000 were landed in New York. This would make the cost 2063-10 cents per gallon. Now, the Manhattan Oil Company and Farrand & Co. had previously offered to supply the Naval Department with Malaga olive oil, considered the best in the market, and fetching the highest price, for \$1-35 per gallon in casks, and to be delivered at the Navy Yard, Brooklyn.—N. Y. Sun to-day.

SECOND EDITION

LATEST BY TELEGRAPH.

Indian Outrages.

UNIVERSAL AMNESTY

Women's Rights.

The Women Righters in a Tight Place—Will the Ladies Serve on Juries?—Another Mining Strike in the Lehigh District.

Etc., Etc., Etc., Etc., Etc.

FROM THE STATE.

Special Despatch to the Evening Telegraph.

SCRANTON, March 1.—Matters among miners in this section are very quiet to-day, with but slight indications of a strike. At a meeting of the Delaware and Hudson men yesterday afternoon it was voted not to suspend until some future time, when it becomes more general in other districts. The Delaware, Lackawanna, and Western men also refuse to suspend at present. Advice from Hazleton this morning state that all the miners in that place and vicinity, with the exception of A. Pardee & Co.'s men, have stopped work.

PENNSYLVANIA LEGISLATURE.

Senate.

HARRISBURG, March 1.—The following bills were considered:—House bill regulating the First Survey district was laid over on motion of Mr. Nagle. House bill allowing parties in interest to name their own auditors was defeated on motion of Mr. Conell. House bill incorporating the Philadelphia Wood Paving Company passed.

Senate bill divorcing David Weed from his wife was passed; the husband lived in Luzerne county for two years and the wife lived in New York. Senate bill divorcing Wm. Niel from his wife was passed; the cause was alleged incompatibility of temper. House bill opening Fifteenth street was laid over on motion of Mr. Conell.

Senate-House bill defining the line of Thompson street passed. Senate bill incorporating the Mantua Hall and Market Company passed.

Among the bills introduced were the following:—Mr. Bollman, urging Congress to repeal the present Income Tax law, because it is inequitable and oppressive, besides being in the nature of a debt, and questionable on the score of constitutionality.

Mr. Josephs, a supplement to the Weacoco Legion. Also, to the Point Breeze Park Association. Also, to the South West Building Association. Also, extending the jurisdiction of Philadelphia Aldermen to cases of contract not exceeding \$300. Also, to cases of trover and conversion and actions of trespass for injuries done to real or personal property. Appeals may be taken, when its amount is over \$100, in the Common Pleas or the District Court.

Mr. Miller, amending the law of grades on Albion street. Mr. Buffington, that any election officer who shall refuse to receive and count the vote of any citizen in his district on account of race, color, or previous condition of servitude, shall be deemed guilty of misdemeanor and punished by fine and imprisonment.

Mr. Daily, incorporating the Orion Club of Philadelphia. Mr. Daily asked that the bill be laid on the table. This was objected to by Mr. Creitz, of Lehigh, and the bill at the request of Mr. Daily was referred to the Committee on Corporations.

Mr. Almes presented the following:—"That if any obligor mortgage or other person liable for the payment of any bond, mortgage, interest coupon or debt of any description, not exceeding \$300, should be guilty of fraud and conversion and actions of trespass for injuries done to real or personal property. Appeals may be taken, when its amount is over \$100, in the Common Pleas or the District Court.

Mr. Miller, amending the law of grades on Albion street. Mr. Buffington, that any election officer who shall refuse to receive and count the vote of any citizen in his district on account of race, color, or previous condition of servitude, shall be deemed guilty of misdemeanor and punished by fine and imprisonment.

FROM THE WEST.

Important Whisky Decision. ST. LOUIS, March 1.—The whisky belonging to Matson & Goodell, which had been seized by the Government authorities, and has occupied the United States District Court for several days, was last night decided by a verdict for the Government on nearly all the counts of the indictment. The case involved about \$40,000 worth of spoils.

Female Jurors.

LARAMIE CITY, March 1.—Among the jurors drawn for the March term of the Albany County Wyoming Court were eleven ladies, some of them the wives of the most prominent citizens. The excitement caused by this proceeding is immense.

FROM NEW ENGLAND.

Respect to Mr. Burlingame. BOSTON, March 1.—The citizens of Cambridge, at a public meeting last evening, adopted resolutions of respect to the memory of the late Anson Burlingame. The meeting listened to addresses on the subject by Theophilus Parsons, R. H. Dana, and ex-Mayors Sargent and Russell.

FROM THE SOUTH.

West Virginia Legislature.

WHEELING, W. Va., March 1.—The joint resolution proposing amendments to the State constitution so as to enfranchise colored men and ex-Confederates passed the Senate to-day by a vote of 18 to 4. It was passed by the House on Friday last by a vote of 36 to 18. It has to be concurred in by the Legislature next winter and then submitted to the people in October, 1871. Under it the enfranchised Confederates will first vote in October, 1872.

Silver Mine in Kentucky. LOUISVILLE, March 1.—Silver mines of unparalleled richness have been discovered in Grayson county, Kentucky. The ore is found to contain a larger percentage of silver than any hitherto discovered. The mines are almost inexhaustible. They will be developed in the spring.

FROM WASHINGTON.

Naval Orders.

WASHINGTON, March 1.—Lieutenant Commander George W. Coffin is detached from the Naval Academy, and ordered to report to Commodore Joseph F. Green as chief of staff to that officer.

Ensign Horace McElroy has resigned.

FROM THE PLAINS.

Indian Outrage.

HELENA, Montana Territory, March 1.—On Thursday last a party of intoxicated Spokane Indians came to a rancho twenty miles from town, and their demands for a free supply of whisky being refused, they destroyed most of the furniture about the premises and left. The three white men who occupied the rancho barricaded the doors against the Indians, who returned in a short time, but being unable to enter the house, stole fifteen head of horses. The whites recaptured the horses next day. The Indians threaten further violence.

FROM EUROPE.

This Morning's Quotations.

LONDON, March 1.—11-30 A. M.—Consols, 92½ for both money and account. United States Five-twentys of 1862, 90½; of 1865, 90½; of 1867, 89½; 10-40s, 86¼. Erie Railroad, 21¼; Illinois Central, 11; Great Western, 29½.

London, March 1.—11-30 A. M.—Cotton dull; middling uplands, 11½d; middling Orleans, 11½d @ 11½d. The sales to-day are estimated at 10,000 bales. London, March 1.—Wheat quiet and steady. Sugar firm for both the spot and distant. Refined Petroleum firmer but not higher. Tallow quiet and steady. Turpentine quiet and steady.

BREMEN, March 1.—Petroleum closed firm last night at 7 shillings.

HAMBURG, March 1.—Petroleum closed firm last night.

This Afternoon's Quotations.

LONDON, March 1.—P. M.—U. S. Five-twentys of 1862, 90½; of 1865, 90½; Erie Railroad, 21¼; Illinois Central, 11½; Great Western, 29½.

PARIS, March 1.—The Bourse opened firm. Rentes, 74½.

LIVERPOOL, March 1.—P. M.—The cotton sales to-day will not exceed 8000 bales. The advices from Manchester are less favorable and cause dullness in the cotton market here. Receipts of wheat for three days, 25,000 quarters, of which 20,000 quarters are American.

ANTWERP, March 1.—Petroleum opened flat at 69½.

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH, Tuesday, March 1, 1870.

The bank statement yesterday is favorable to continued ease as long as the present dullness in trade prevails. The deposits, compared with the previous week, have diminished \$385,817, whilst specie has increased \$140,117, and legal tenders \$170,514. There is also an expansion in loans of \$238,083, which, in the face of diminished deposits, shows ample reserves. The clearing shows a material reduction in aggregate business of over \$4,000,000, and the figures reflect the prevailing apathy of the money market and the general business prostration. There is very little doing among the money lenders, and borrowers continue to rule the market.

Gold opened weak, but advanced from 115 to 115½, closing about noon at 115½. The market was less excited this morning than for several days past.

Government bonds are active and quite strong, prices advancing all down the list with the exception of the 10-40s, which are not quoted, the interest falling due to-day.

The Stock market was dull, and at the opening prices ruled weak but improved, closing steady. City securities continued firm, with sales of the old issues at 100½, and of the new at 101½. Lehigh Gold Loan changed hands at 90½, a decline.

In Reading Railroad there was not much doing—sales at 48½@48½, closing about 48½. Pennsylvania Railroad quiet, with small sales at 74½. Camden and Amboy Railroad at 115½, an advance of ½, and Lehigh Valley Railroad at 54½. 75 was offered for Norristown, 36½ for North Pennsylvania, and 34½ for Catawissa preferred.

Coal, bank, canal, and passenger railway stocks were out of favor, and the bids were trifling and nominal.

This morning the Board of Directors of the Corn Exchange National Bank very kindly granted a furlough of sixty days to their Vice-President J. W. Torrey, Esq. The arduous labors of Mr. Torrey have seriously undermined his health. On this account the relaxation which has thus been granted is greatly needed. President will be ably performed by Dell Noble, Esq., and the bank committee congratulate heartily the Vice-Presidents will be in such good keeping. We sincerely hope that the holiday may be of the greatest service, and that Mr. Torrey may again return to resume his duties in the full enjoyment of health.

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1861, 115½@115½; 5-20s of 1862, 114½@114½; do, 1864, 113½@113½; do, 1865, 113½@113½; do, July, 1865, 111½@111½; do, 1867, 112½@112½; do, 1868, 112½@112½; do, 1869, 109½; do, 1870, 111½@111½.

Messrs. DE HAVEN & BROTHER, No. 40 S. Third Street, Philadelphia, report the following quotations:—U. S. 6s of 1861, 115½@115½; do, 1862, 114½@114½; do, 1864, 113½@113½; do, 1865, 113½@113½; do, 1867, 112½@112½; do, 1868, 112½@112½; do, 1869, 109½; do, 1870, 111½@111½.

Messrs. WILLIAM PAINTER & Co., No. 95 S. Third Street, report the following quotations:—U. S. 6s of 1861, 115½@115½; do, 1862, 114½@114½; do, 1864, 113½@113½; do, 1865, 113½@113½; do, 1867, 112½@112½; do, 1868, 112½@112½; do, 1869, 109½; do, 1870, 111½@111½.

PHILADELPHIA STOCK EXCHANGE SALES. Reported by De Haven & Bro., No. 40 S. Third Street. FIRST BOARD. \$1000 City 6s Old, 100½; \$1000 Lehigh 6s, 100½; \$1000 U. S. 6s, 115½; \$1000 U. S. 5-20s, 114½; \$1000 U. S. 1864, 113½; \$1000 U. S. 1865, 113½; \$1000 U. S. 1867, 112½; \$1000 U. S. 1868, 112½; \$1000 U. S. 1869, 109½; \$1000 U. S. 1870, 111½.

THE NEW YORK MONEY MARKET.

From the Herald. "The excitement which attends the great decline in gold is exhibited in the most curious fact, that at an early hour this morning the brokers were dealing in the precious metal at the door steps of up-town hotels, and long lines of waiting time of business made immense transactions. The news from Washington produced such a rush to cover on the part of the 'shorts' that the price advanced to 115 during the session of the Board, and finally fell to 116—the lowest yet in